

BookletChartTM

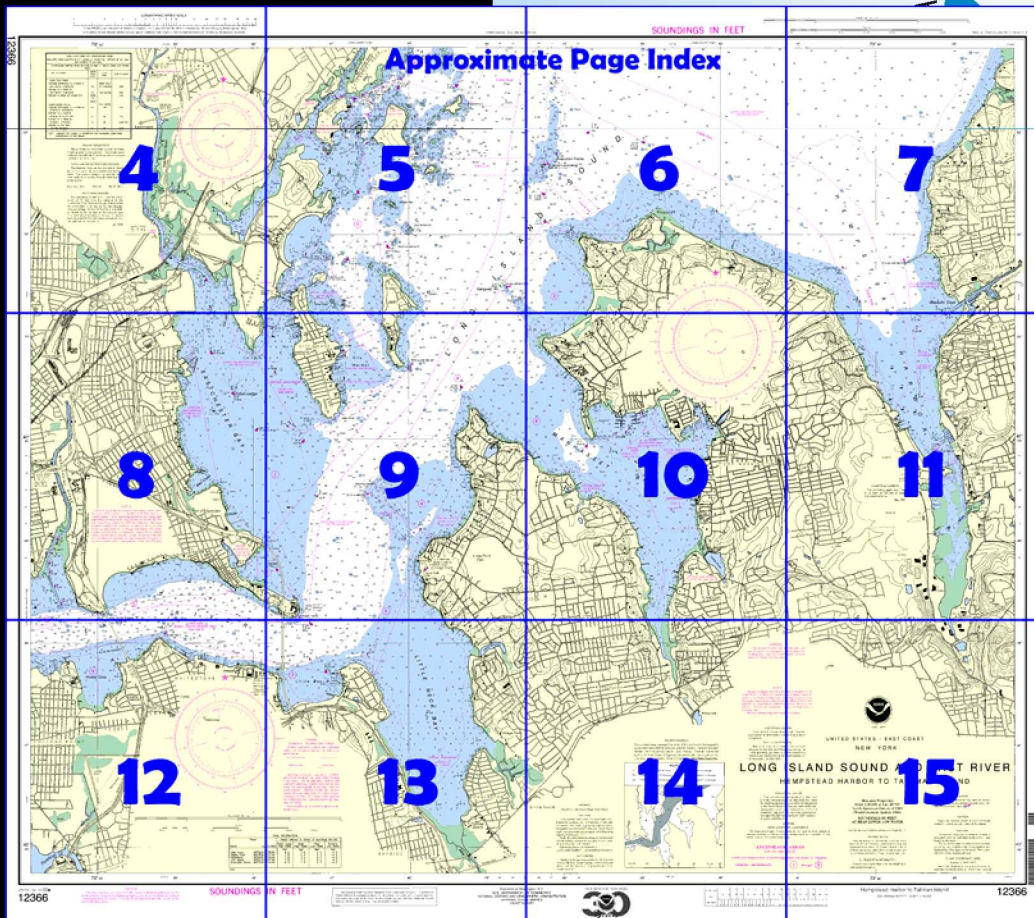
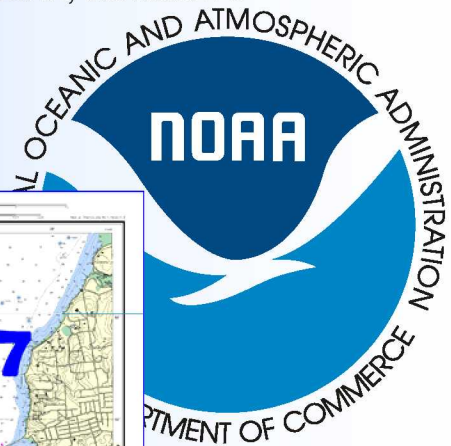
Long Island Sound and East River

(NOAA Chart 12366)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

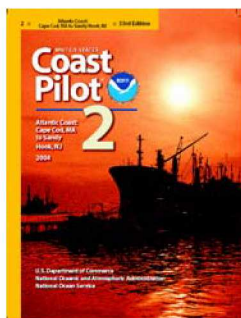
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 9 excerpts]

(351) **Hempstead Harbor**, 4 miles wide at the entrance between Matinecock Point and Prospect Point, is free from dangers if the shores, between the entrance and Mosquito Cove, are given a berth of 0.3 mile. It is much used by vessels seeking shelter in any but strong northerly winds and affords excellent anchorage with good holding ground. Vessels can anchor in any part of the harbor according to draft and direction of wind. A good anchorage for vessels drawing

less than 20 feet is just inside a line from Mott Point to the breakwater at Glen Cove Landing. Small vessels can anchor behind the breakwater. Vessels should avoid anchoring in the pipeline area between Glenwood Landing and Bar Beach. On the western shore above and below Bar Beach are large sand and gravel plants. On the eastern shore are several villages. A 5 mph **speed limit** is enforced in the harbor.

(356) **Glen Cove Creek**, 0.6 mile southward of the breakwater, has a dredged channel from **Mosquito Cove** to the head. In 1994, the controlling depth was 2½ feet in the right half of the channel with shoaling to less than a foot in the left half for about 0.6 mile above the entrance. The remainder of the project is not being maintained. The entrance is buoyed.

(357) There are several small-craft facilities in Glen Cove Creek.

(358) A dredged channel, entered between Bar Beach and Glenwood Landing, leads alongside Glenwood Landing to South Glenwood Landing at Motts Cove. In 1991, the controlling depth in the dredged channel was 7 feet. A natural channel continues south through extensive flats for about 0.5 mile with a depth of about 5 feet. Local knowledge is advised.

(369) **Manhasset Bay**, between Barker Point and Hewlett Point, affords excellent shelter for vessels of about 12 feet or less draft, and is much frequented by yachts in the summer. The depths in the outer part of the bay range from 12 to 17 feet, and 7 to 12 feet in the inner part inside Plum Point. The extreme south end of the bay is shallow with extensive mudflats. Depths of about 6 to 2 feet can be taken through a natural channel almost to the head of the bay. A 5 mph **speed limit** is enforced.

(375) **Port Washington**. Depths of about 8 feet can be carried in the buoyed approach from the lighted buoy off Plum Point to the docks at Port Washington, thence through the unmarked channel along the east side of the bight to its north end northeastward of Tom Point. In 1979, shoaling to 1½ feet was reported in the approach to the wharves east of Tom Point in about 40°50'04"N., 73°42'17"W. In June 1981, depths of 5 feet were reported on the north side of the town dock with 2 and 4 feet on the west and south sides, respectively. Depths at the other wharves are reported to range from 4 to 9 feet.

(376) There are extensive small-craft facilities at Port Washington and to the eastward and westward of Tom Point at **Manorhaven**.

(381) **Little Neck Bay** is entered between Kings Point and Willets Point, 1.2 miles to the south-southwestward. Depths are 10 to 12 feet in the entrance, decreasing gradually to the head, about 2 miles inland, where the bay divides into two branches which almost dry; there are boulders in places close to the shores.

(383) A small-craft facility is on the west side of the bay. Water, ice, and limited marine supplies are available. In June 1981, the facility had a reported depth of 4 feet alongside.

(385) **East River** is a 14-mile-long tidal strait that connects Long Island Sound with New York Upper Bay and separates the western end of Long Island from the New York mainland.

(386) A Federal project provides for main-channel depths of 35 feet from Throgs Neck to the inactive New York Naval Shipyard, about 2 miles from the western entrance, and thence 40 feet to deep water in New York Upper Bay.

(392) In East River the flood current sets eastward and the ebb sets westward. **Note:** this is the direct opposite of conditions in Long Island Sound where the flood is generally westward and the ebb eastward.

(393) The velocity of current is 0.7 knot at Throgs Neck, 1.6 knots at Port Morris, 4 knots in Hell Gate, 3 knots at Brooklyn Bridge, and 1.5 knots north of Governors Island. In Hell Gate (off Mill Rock) the velocity is 3.4 knots for the eastward current and 4.6 knots for the westward current.

(394) The direction and velocity of the currents are affected by strong winds which may increase or diminish the periods of flood or ebb. The currents generally set with the channel, but heavy swirls are found in Hell Gate.

(402) **Willets Point**, 0.7 mile southeastward across the entrance to East River from Throgs Neck, is marked by **Fort Totten**, the granite walls of which are prominent. **Little Bay**, westward of Willets Point, has general depths of 6 to 10 feet and is used by local small craft. Depths of about 9 feet can be taken in the buoyed channel to the piers on the Little Bay side of Willets Point. **Fort Totten Coast Guard Station** is on the east side of Little Bay at Fort Totten.

Table of Selected Chart Notes

Corrected through NM Jul. 26/08
Corrected through LNM Jul. 15/08

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 40°50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
New York, NY KWO-35 162.55 MHz

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.362" northward and 1.525" eastward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (Accurate location) (Approximate location)

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PLANE COORDINATE GRID
(based on NAD 1927)
New York State Grid, Long Island Zone, is indicated by dotted ticks at 10,000 foot intervals.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

NOTE B
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ANCHORAGE AREAS
110.155 (see note A)
Limits and designations of anchorage areas are shown in magenta.
GENERAL ANCHORAGES through

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

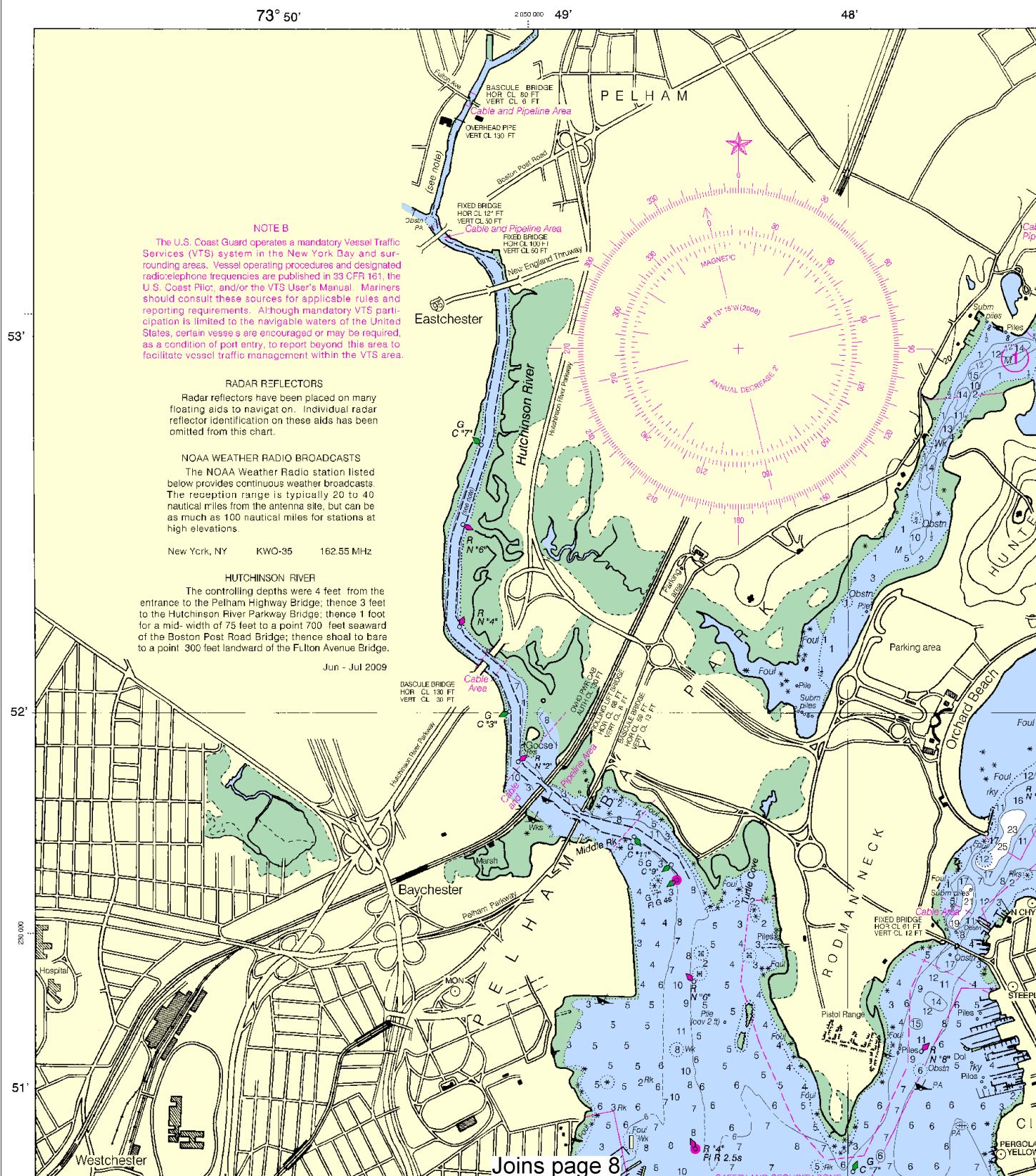
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Glen Cove	(40°52'N/73°39'W)	feet 7.9	feet 7.5	feet 0.2
Willens Point	(40°48'N/73°47'W)	7.8	7.4	0.3
Whitestone	(40°48'N/73°49'W)	7.8	7.4	0.3
City Island	(40°51'N/73°47'W)	7.8	7.5	0.3
Execution Rocks	(40°53'N/73°44'W)	8.0	7.6	0.3
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov .				
(Jul 2008)				

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

12366



Joins page 8

Printed at reduced scale.

~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.

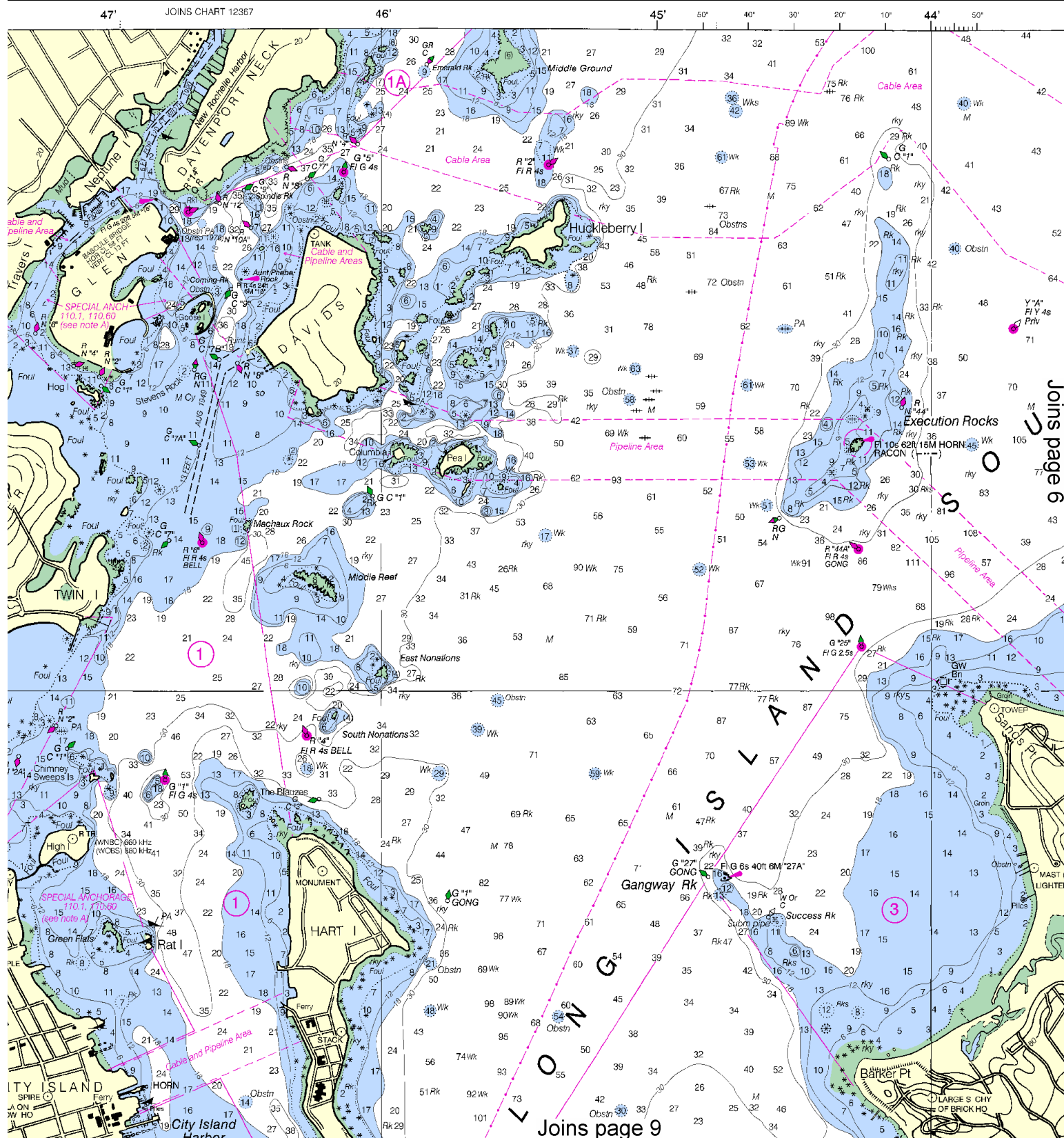
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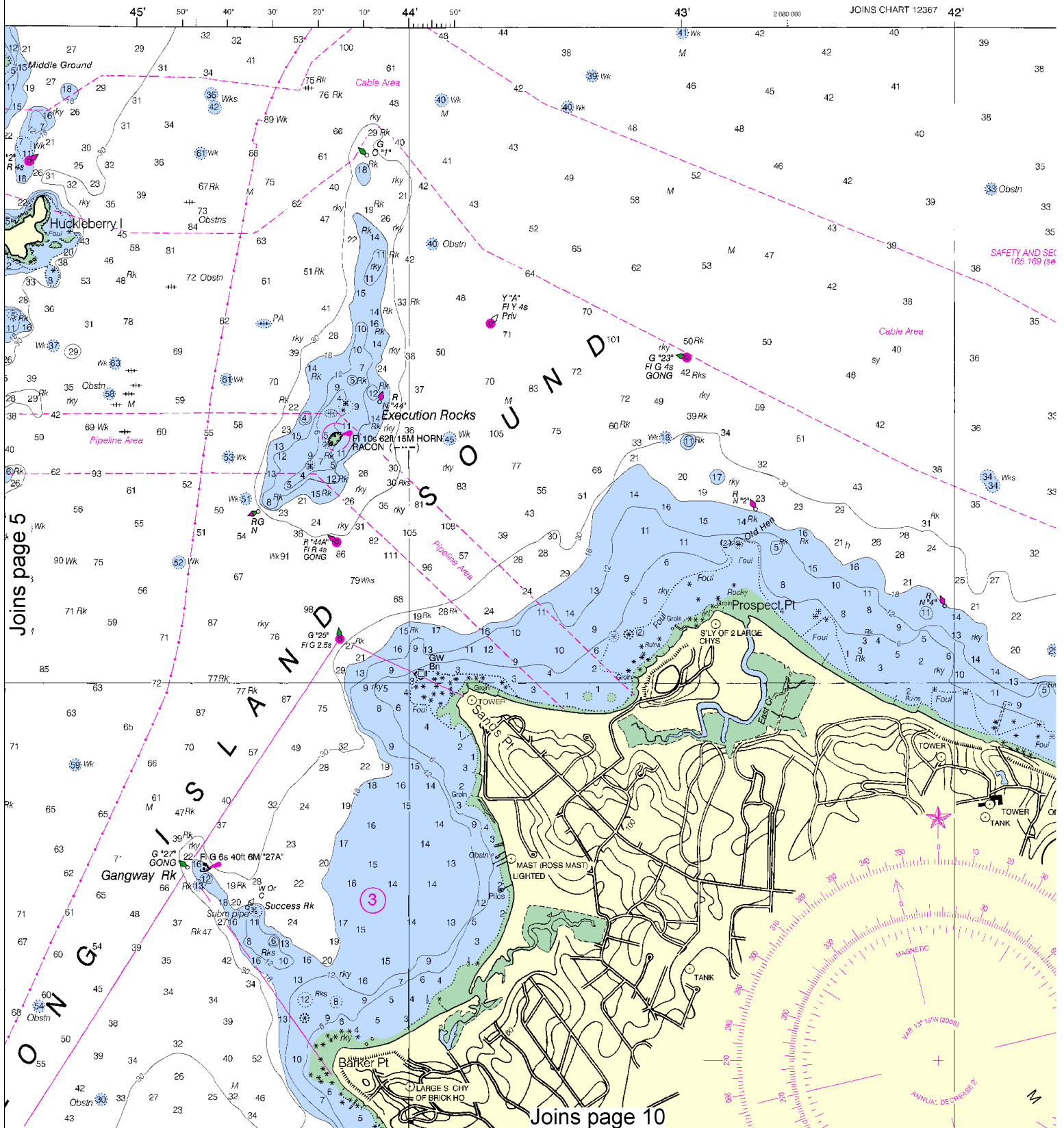
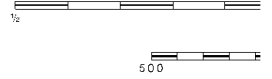
North

Yards

1 1/4



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

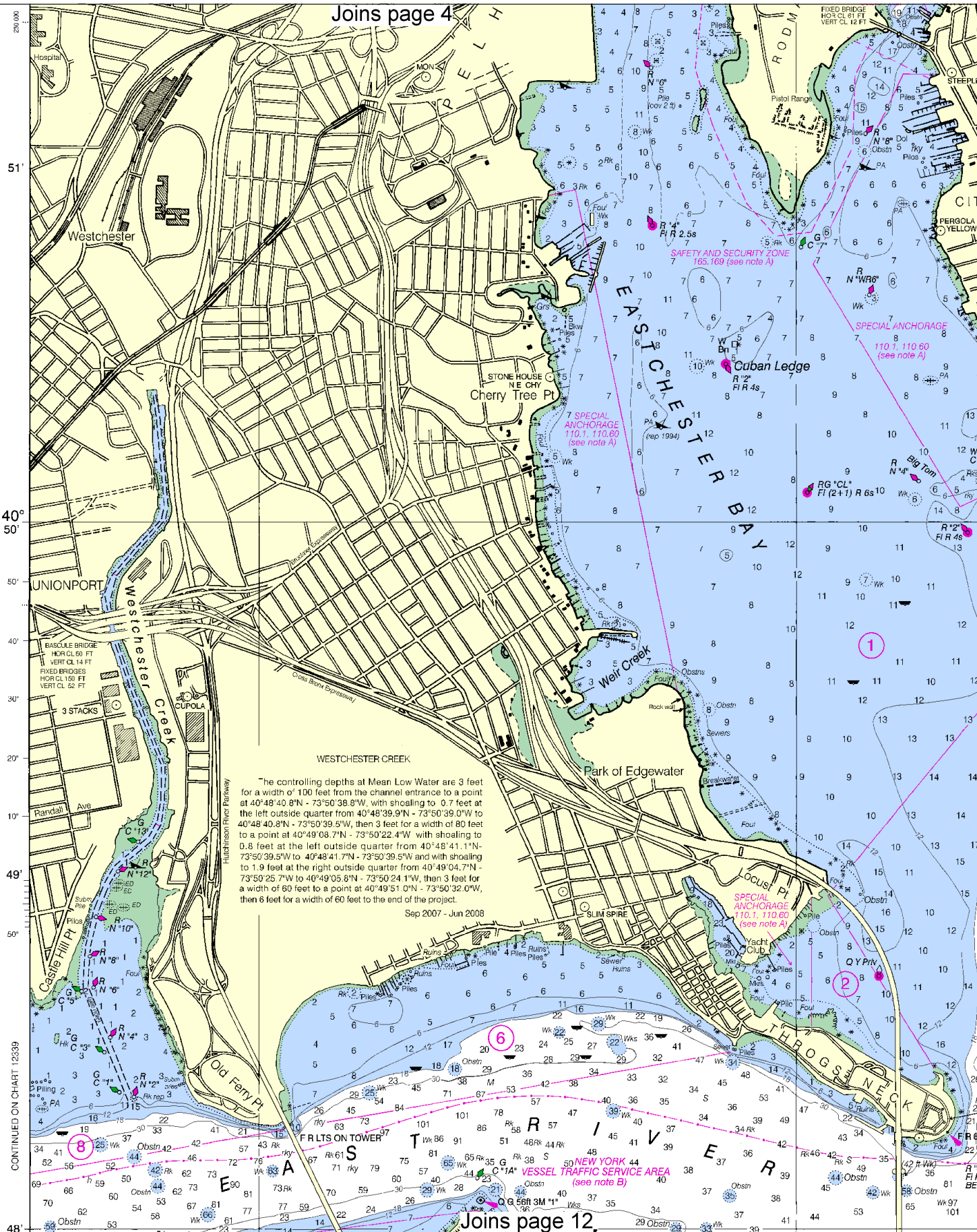


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Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

7

Joins page 4



8



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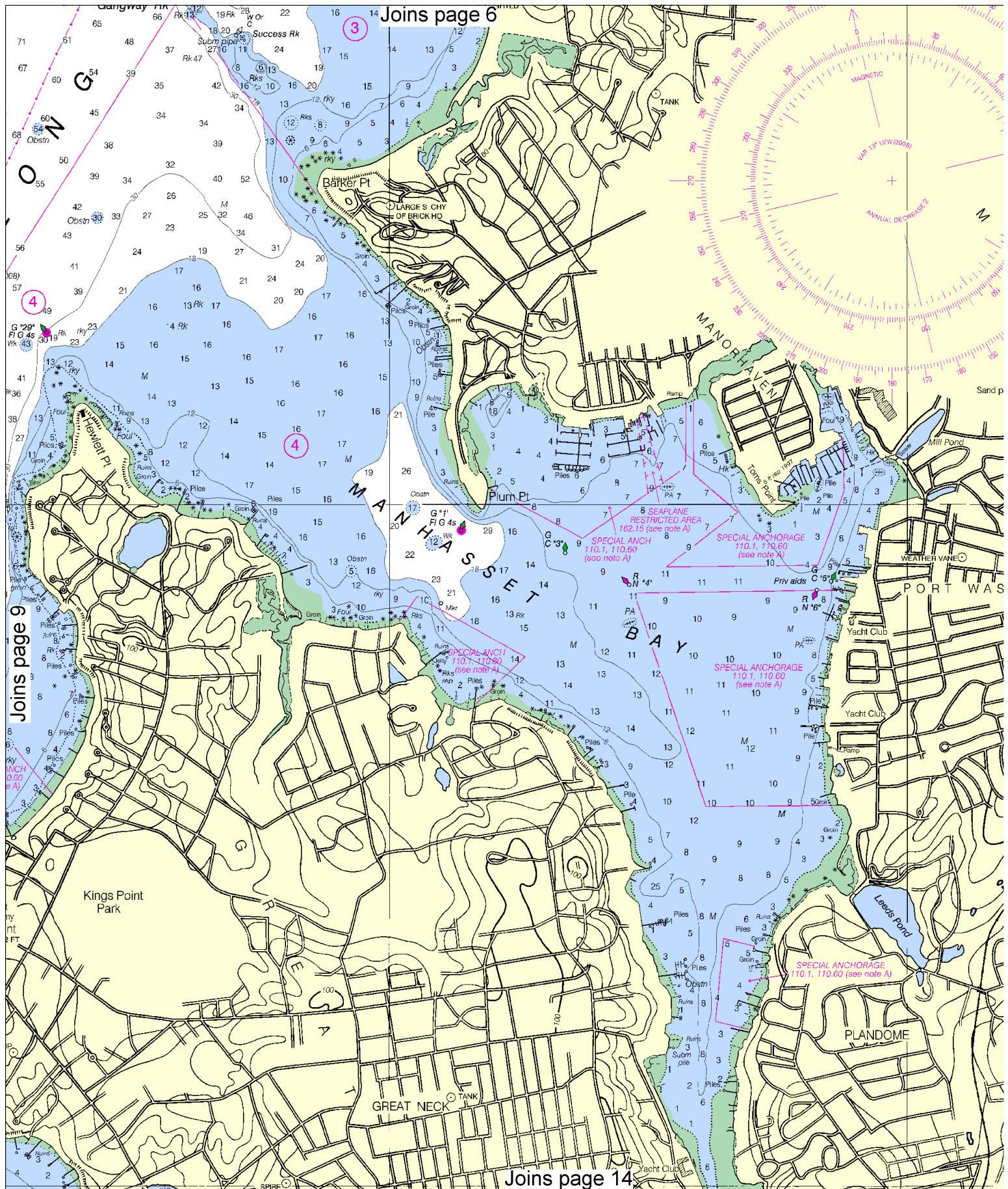
SCALE 1:20,000
Nautical Miles

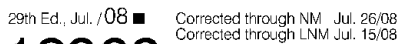
See Note on page 5.



Joins page 12







CAUTION

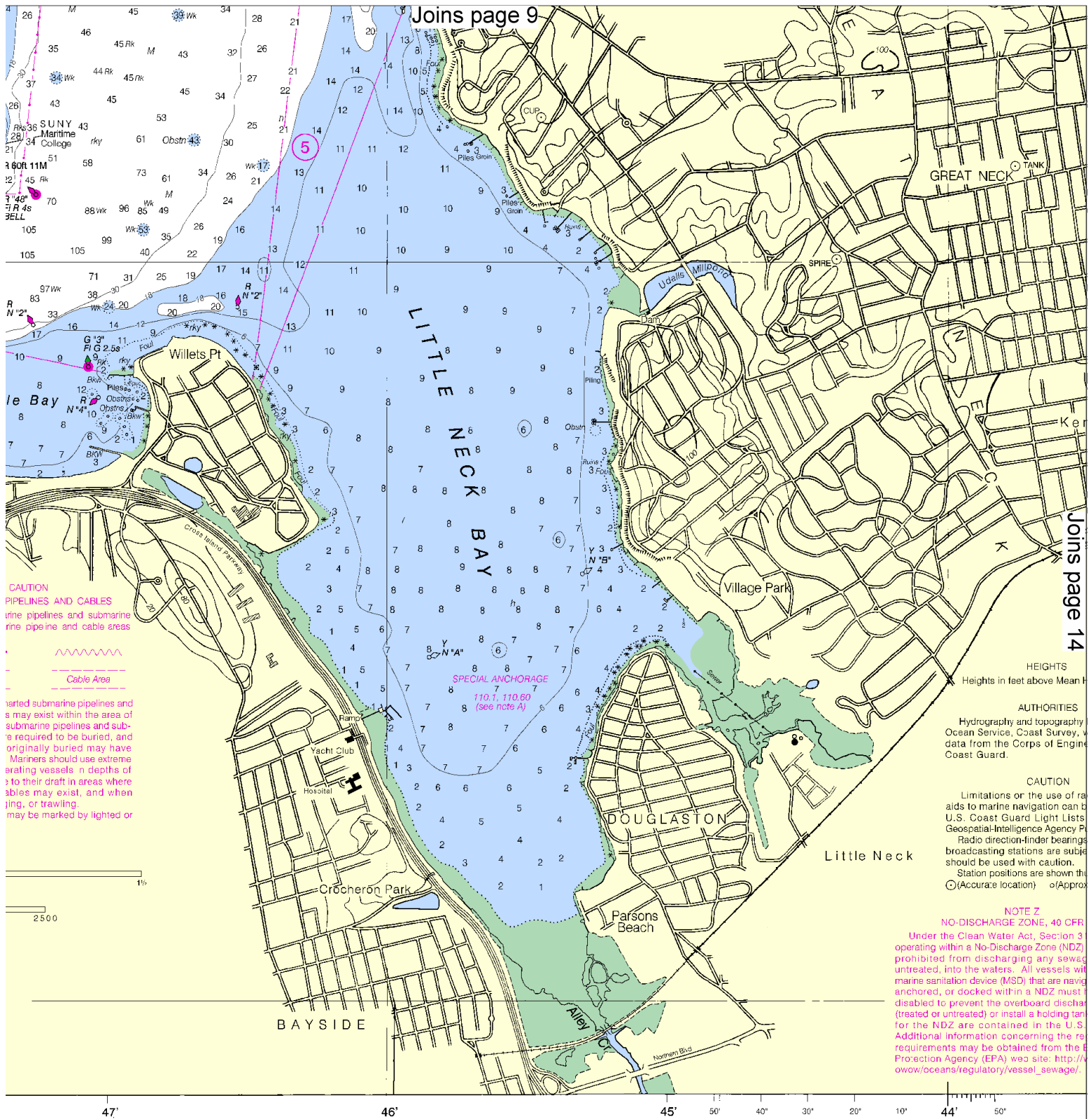
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~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.



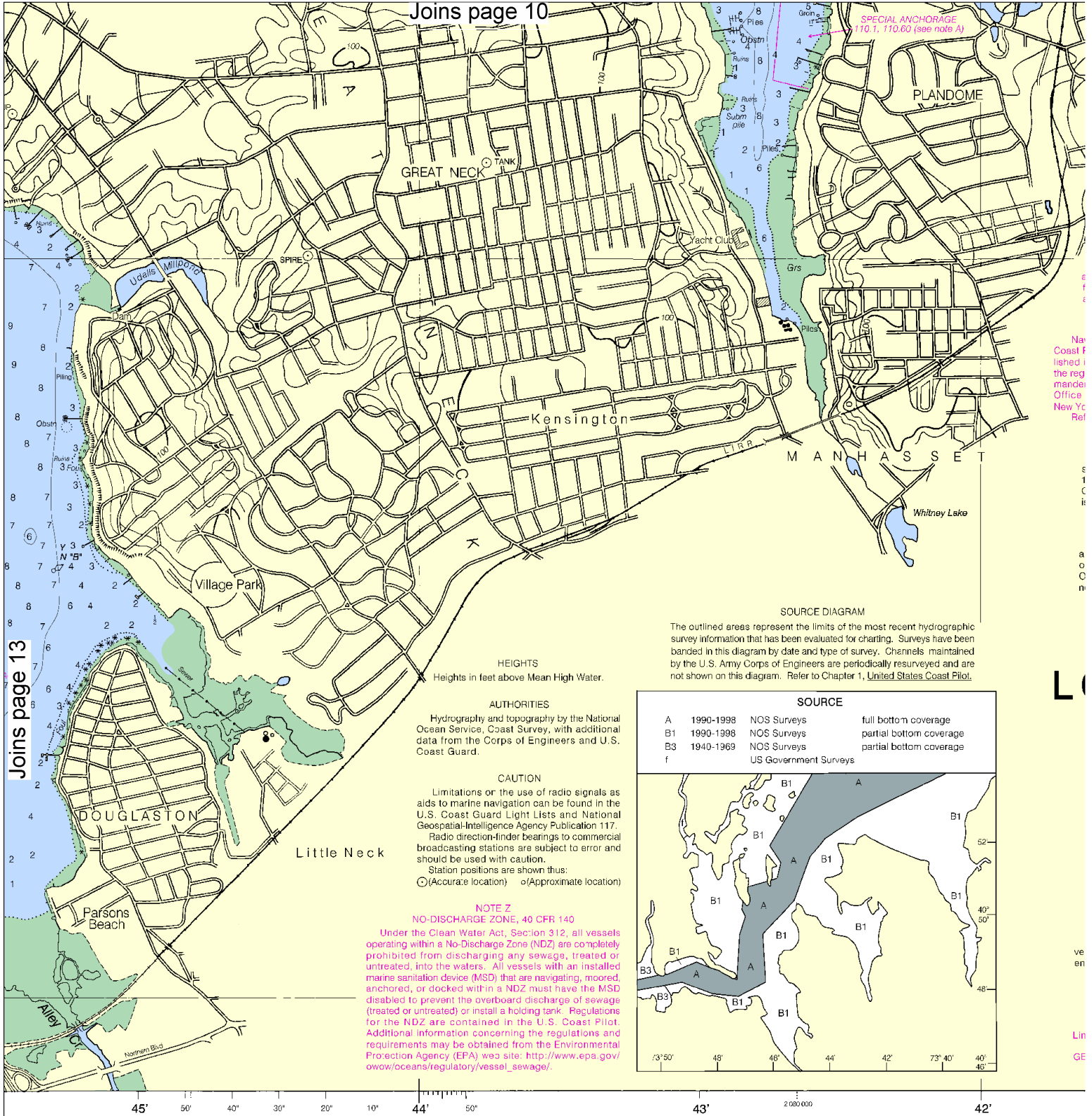


Navigation. The National Ocean Service, or comments for the National Ocean Service, National Ocean Service.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

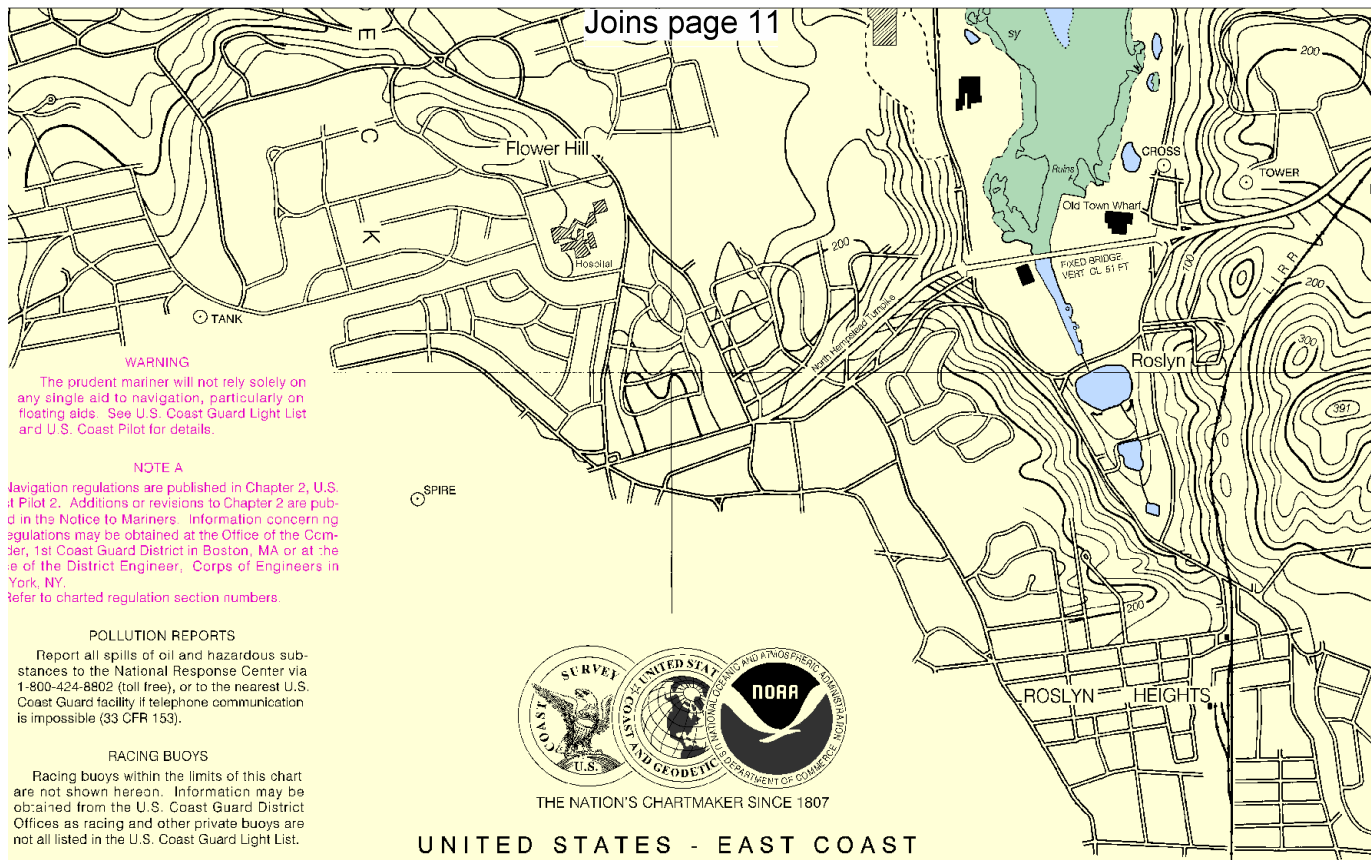
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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2 3





WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
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RACING BUOYS
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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK

LONG ISLAND SOUND AND EAST RIVER HEMPSTEAD HARBOR TO TALLMAN ISLAND

HORIZONTAL DATUM

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CAUTION

BASCULE BRIDGE CLEARANCES

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ANCHORAGE AREAS
110.155 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGES

① through ⑨

Mercator Projection
Scale 1:20,000 at Lat. 40°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

AIDS TO NAVIGATION

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CAUTION

Mainers are warned to stay clear of the protective riprap surrounding navigational light structures shown thus.

CAUTION

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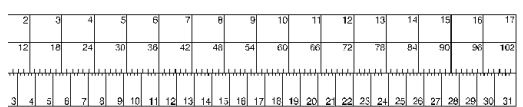
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PLANE COORDINATE GRID

(based on NAD 1927)
New York State Grid, Long Island Zone, is indicated by dotted ticks at 10,000 foot intervals.



Hempstead Harbor to Tallman Island
SOUNDINGS IN FEET - SCALE 1:20,000

12366

ED. NO. 29
NSN 7642014010386
NCA REFERENCE NO. 12XHA12366

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Activities NY – 718-354-4120

Coast Guard Group MSO LI Sound – 203-468-4404

Coast Guard Kings Point – 516-466-7135

Coast Guard Eatons Neck – 631-261-6868

NY State Police – 877-672-4911

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.